Please amend the claims as indicated below:

1. (Currently Amended) A vehicle occupant restraint system comprising:

a seat having a seat cushion, a first side, and a second side;

a lap belt extending between a first point adjacent the first side of the seat and a second point adjacent the second side of the seat, the lap belt passing above the seat cushion between the first and second points; ~~and~~

at least one belt guide disposed adjacent the first side of the seat and engaging the lap belt, the belt guide having a first position relative to the seat wherein it holds the lap belt in a comfort configuration, and the belt guide movable to a second position relatively rearward with respect to the first position wherein it holds the lap belt in a crash restraint configuration; and

a restraints control module operative to command the belt guide to move from the first position to the second position when at least one sensor input to the restraints control module indicates that a crash has occurred or is imminent.

2. (Cancelled)

3. (Original) The vehicle occupant restraint system according to claim 1 further comprising a track disposed adjacent the first side of the seat, the belt guide slidingly engaged with the track and movable therealong between the first and second positions.

4. (Original) The vehicle occupant restraint system according to claim 1 further comprising an actuator for moving the belt guide between the first and second positions.

5. (Original) The vehicle occupant restraint system according to claim 4 wherein the actuator is powered by a pyrotechnic device.

6. (Original) The vehicle occupant restraint system according to claim 4 wherein the actuator is powered by compressed gas.

7. (Original) The vehicle occupant restraint system according to claim 4 wherein the actuator is powered by a mechanical spring.

8. (Original) The vehicle occupant restraint system according to claim 4 wherein the actuator is electrically powered.

9. (Original) The vehicle occupant restraint system according to claim 1 wherein the belt guide is attached to the seat when in the first position and is detached from the seat to allow movement to the second position.

10. (Original) The vehicle occupant restraint system according to claim 1 further comprising a belt pretensioner disposed adjacent the seat and engaging at least one end of the lap belt, the pretensioner operative to tighten the lap belt around an occupant

of the seat.

11. (Original) The vehicle occupant restraint system according to claim 1 further comprising at least one shoulder belt.

12. (Currently Amended) The vehicle occupant restraint system according to claim 1 wherein the lap belt when in the crash restraint configuration extends generally directly between a hip of an occupant of the seat and the first point, and when in the comfort configuration extends generally vertically.

13. (Original) The vehicle occupant restraint system according to claim 1 wherein the lap belt comprises a first segment extending from a first retraction point adjacent the first side of the seat cushion and a second lap belt segment extending from a second retraction point adjacent the second side of the seat cushion, the first and second segments detachably connectable with one another at a center latching point above the seat cushion, and each of the first and second segments having a belt guide movable between the first position and the second position.

14. (Currently Amended) A vehicle occupant restraint system comprising:

a seat having a seat cushion, a first side, and a second side;

a first lap belt segment extending from a first retraction point adjacent the first side of the seat;

a second lap belt segment extending from a second retraction point adjacent the second side of the seat and detachably connectable with the first lap belt segment at a center latching point above the seat cushion in order to be fastened around a seat occupant; ~~and~~

first and second belt guides disposed adjacent the first and second sides of the seat respectively and engaging the first and second lap belt segments respectively, each of the first and second belt guides having a first position forward of ~~its~~ the respective first and second retraction points wherein ~~it~~ the first and second belt guides engages ~~its~~ the respective first and second ~~respective~~ lap belt segments and causes the lap belt segments to assume a comfort configuration wherein the lap belt segments ~~is~~ are relatively vertical as ~~it~~ they extends toward the center latching point from the respective first and second belt guide, and each belt guide movable to a second position rearward from the first position and allowing ~~its~~ the respective first and second lap belt segments to assume a crash restraint configuration wherein the lap belt extends in an upward and forward orientation toward the center latching point from the first and second belt guides; and

a restraints control module operative to command the belt guides to move from the first positions to the second positions when at least one sensor input to the restraints control module indicates that a crash has occurred or is imminent.

15. (Original) The vehicle occupant restraint system according to claim 14 further comprising at least one belt pretensioner operative with at least one of the first and

the second lap belt segments.

16. (Cancelled)

17. (Original) The vehicle occupant restraint system according to claim 14 further comprising at least one shoulder belt.

18. (Currently Amended) A method of restraining an occupant in a seat of a motor vehicle having a seat and a lap belt having a first end fixed adjacent a first side of the seat and a second point fixed adjacent a second side of the seat, the method comprising the steps of:

providing at least one belt guide disposed adjacent the first side of the seat and engaging the lap belt, the belt guide having a first position relative to the seat wherein it holds the lap belt in a comfort configuration and a second position relatively rearward with respect to the first position wherein it holds the lap belt in a crash restraint configuration; and

moving the belt guide from the first position to the second position in response to a ~~signal from a restraints control module~~ determination that a motor vehicle crash has occurred or is imminent.

19. (Original) The method according to claim 18 wherein the step of moving the belt guide comprises sliding the belt guide along a track disposed adjacent the first side of the seat.

20. (Currently Amended) The method according to claim 18 wherein the step of moving the belt guide comprises detaching the belt guide from the seat.